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NOFORNCOUNTRY East Germany REPORTTOPIC Keethen Airfield

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EVALUATION                      PLACE OBTAINED                     

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DATE OF CONTENT                     DATE OBTAINED                     

31 May 1955

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REFERENCES                     PAGES 3 ENCLOSURES (NO. & TYPE)                     

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REMARKS                     

This is UNEVALUATED Information

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1. The following air activity and aircraft were observed at Keethen airfield between 16 and 23 April 1955:

16 April. There was a 10/10 overcast at an altitude of about 800 meters. At 0700, 30 MiG-15s or U-MiG-15s were pushed out of the hangars and parked at the northern taxiway. The take-off point was established as usual with 3 radio trucks at the eastern side of the runway. One of these trucks had an antenna mast about 4 meters high, the two others had one antenna mast each, about 6 meters high. All antennas were braced at one point only. At 0730, two formations of four aircraft made 5 flights. The aircraft taxied to the take-off point in formation but took off individually at intervals of 5 seconds with strong cross-wind. After 5 minutes, the next formation took off in the same manner. The aircraft climbed steeply and broke through the closed ceiling. According to the noise, the aircraft crossed over the field from an easterly direction after about 5 minutes. After a flight of one hour, the 8 aircraft broke through the clouds over the outer marker beacon and landed individually at intervals of 2 to 3 km. About 5 minutes before the two formations of four landed, two other formations of four aircraft took off. All take-offs and landings were skillfully performed. At the same time 4 U-MiG-15s and a few MiG-15s made training flights. These aircraft also broke through the clouds and, after a 30 to 45-minute flight, practiced bad weather landings. It was observed that the U-MiG-15s crossing over the inner marker at an altitude of about 100 meters again retracted their landing gears, opened the throttle, climbed through the clouds and subsequently made the same practices again. A few formations of two also took off and broke through the clouds. One MiG-15s approached for landing at too high an altitude and rolled about 400 meters beyond the field boundary. The aircraft was not damaged.

23 April. At 0700, 22 MiG-15s or U-MiG-15s from the eastern hangars were parked at the eastern end of the runway. Four MiG-15s remained in front of the hangars, western hangar was closed. One radio truck with a red antenna about 4 meters high parked at the take-off point. Another radio truck with an antenna mast about 6 meters high and braced at one point was parked about 50 meters east of the former truck. Between 0700 and 0800, 1 MiG-15 and 1 U-MiG-15 took off. The MiG-15 made 3 gliding approach flights over the field while the U-MiG-15 made a 30-minute flight in easterly direction. At 0800, a green flare was fired. Between 0800 and 0900, 19 take-offs were made by aircraft fitted with auxiliary fuel tanks. At 0805, a MiG-15 or U-MiG-15 towing an air sleeve took off and headed in the direction of Duesener Heide. At 0806, another MiG took off and headed in the same direction for air-to-air firing practices. At 0808, 2 elements of two aircraft took off with an

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interval of about 20 meters about 500 meters between the formation and headed toward [REDACTED]. At 0809, 0811 and 0813, one MiG took off. Two of the aircraft [REDACTED] flights for about 15 minutes. One U-MiG-15 made rolls and glides at altitudes between 4,000 and 5,000 meters. At 0816, one element of two aircraft took off in close order and headed toward the east. At 0825, 0826, 0828, and 0832, individual aircraft took off. Up until 0900, several more individual take-offs and elements of two were seen. At 0903, the formation of 4 MiG-15s which had taken off at 0808 landed. The aircraft approached the field from the east flying side-by-side. When the aircraft were about over the center of the field, they banked to the left and landed. There was an interval of 3 minutes between the bank and the touching of ground by the first aircraft. The other aircraft followed at intervals of 20 seconds. The U-MiG-15s took off again immediately after landing without exchange of the crew. At a distance of about 1 km beyond the airfield boundary, the aircraft began their approach for landing at an altitude of about 50 meters. No unusual features were noticed on the aircraft.

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2. On 16 April, the Kniferest-type and Fishnet-type radar sets were continuously seen in operation. The Fishnet-type radar set and the AA 4 MK 3 set were still located at the southern edge of the field.<sup>2</sup>
3. At 1130 on 16 April, a siren was sounded and AAA soldiers rushed from the bunkers in the southeastern corner of the field to the 6 x 37-mm AA guns for practices.<sup>3</sup>
4. The following air activity and aircraft were observed at the field between 19 and 23 April:
  - 19 April. There was night flying by MiG-15s or U-MiG-15s until about midnight. A MiG-15 or U-MiG-15 which was illuminated by searchlights was attacked. The attacking aircraft approached the target-representing aircraft from the left rear.
  - 20 April. At 1220, 3 MiG-15s or U-MiG-15s landed. Between 1300 and 1315, 3 formations of 3 aircraft took off. Two aircraft of each formation took off together and the third behind. About 55 MiG-15s or U-MiG-15s were parked on the landing field. Three radio trucks all of them fitted with umbrella-shaped antennas and two of them with glass cupolas were also seen on the landing field. No 422 was seen on one MiG-15.
  - 22 April. There was night flying by MiG-15s or U-MiG-15s until about midnight. A MiG-15 or U-MiG-15 which was illuminated by searchlights was attacked.
  - 23 April. Between 1220 and 1350, 4 MiG-15s or U-MiG-15s took off in rapid succession and 2 MiGs took off in formation. Six MiG-15s or U-MiG-15s made individual landings. Eighteen MiG-15s or U-MiG-15s including 6 in front of the hangars on which repair work was done [REDACTED] were counted. Two radio trucks, 1 truck and 4 sedans were seen at the field. The aircraft seen showed no unusual features.<sup>1</sup>

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